

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒
no ☐

Property Name: Sinclair Lane Bridge over CSX Railroad Inventory Number: B-4585
Address: Intersection of Sinclair Lane and Edison Highway Historic district: yes ☒ no ☐
City: Baltimore Zip Code: 21213 County: Baltimore City
USGS Quadrangle(s): Baltimore East
Property Owner: Baltimore City Department of Transportation Tax Account ID Number: N/A
Tax Map Parcel Number(s): N/A Tax Map Number: N/A
Project: Rehabilitation of Sinclair Lane Bridge over CSX Railroad Agency: Baltimore City Department of Transportation
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Emma Young Date Prepared: 6/18/2006
Documentation is presented in: Maryland Inventory of Historic Properties, Historic Bridge Inventory, B-4585 on file at the Maryland Historical Trust, Crownsville, Maryland.
Preparer's Eligibility Recommendation: Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Be visit by MHT Staff yes ☒ no ☐ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description:

The Sinclair Lane Bridge is a single-span, circa-1935, reinforced concrete, metal plate girder bridge with flared ends located at the intersection of Sinclair Lane and Edison Highway, approximately 0.2 miles east of Belair Road, in Baltimore City, Maryland. The bridge carries Sinclair Lane in a generally east-west direction over the tracks of the CSX Railroad. The bridge is of an irregular shape due to the nature of the intersection, as Sinclair Lane does not cross directly at Edison, but is offset approximately 20 feet to the northwest. The four-lane approach to the roadway is level.

The bridge measures approximately 56 feet in length by 76 feet in width. The superstructure consists of 20 concrete-encased steel beams supporting a cast-in-place concrete deck with an asphalt overlay. Concrete blocks comprise the four wing walls. Rubble stone foundations are located on the north and south abutments and the masonry abutments, all of which are the only remnants from the original, circa-1893 bridge, are comprised of stone and mortar blocks. In 1935, the abutments' height and width were increased using reinforced concrete and the superstructure of the bridge was completely replaced. Overall, the structure stands in fair condition. (For a detailed description of the bridge, please see the Maryland Inventory of Historic Properties, Historic Bridge

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: A B ☒ C D Considerations: A B C D E F G

MHT Comments: BRIDGE WAS PREVIOUSLY DETERMINED ELIGIBLE BY THE HISTORIC BRIDGE COMMITTEE.

Andrew Lewis
Reviewer, Office of Preservation Services

7/24/06
Date

N/A
Reviewer, National Register Program

Date

Inventory Form, "Sinclair Lane over Chessie System," B-4585, on file at the Maryland Historical Trust, Crownsville, Maryland).

History

Reinforced Concrete Metal Girder Bridges in the United States

Metal girder bridges exemplify the modern application of traditional bridge technology. The metal girder bridge is essentially a structure in which a floor system and a roadway (made of concrete or timber) are supported by girders, generally consisting of rolled sections of metal (of various shapes), which are plain or encased in concrete. Girders are the members which span between the main supports of a structure (SHA 1995: 103).

The first reinforced concrete girder bridge appeared in the United States during the first decade of the twentieth century. In the early twentieth century, reinforced concrete technology developed rapidly with the recognition for the potential of a standardized design. By 1910, several early state highway departments had issued standardized plans for concrete girder bridges.

Between 1900 and 1930, concrete-encased girder bridge design was further developed throughout the country by the introduction of the familiar mid- to late-twentieth century highway bridge in which deep steel beams support a deck of reinforced concrete. Victor Brown and Carleton Conner in their 1933 handbook *Low Cost Roads and Bridges* remarked on the adaptability and economy of the reinforced concrete metal girder bridge:

With the introduction of the deep beam sections (30, 33, and 36 inches deep) now available, it has been possible to greatly simplify details of steel construction, particularly in the shorter span bridges. Spans of 60 to 100 ft. can be worked out, using available beam sections which will show considerable savings when compared with the older type low truss construction. . . . Where a concrete floor slab is used the beams are well protected from weather exposure and painting cost will be greatly reduced. . . . The beam spans have the further advantage that they can be widened or sidewalks added if this becomes necessary, whereas the pony truss spans cannot be widened (Brown and Conner 1933:506-507).

Economical highway girder bridges, such as those described above by Brown and Conner, were readily built by municipal and county officials across the United States. The selling points of concrete were its durability and minimal maintenance and less reliance on big steel companies. The design innovations devised for concrete (with its counterparts in steel) replaced the truss bridge, the most popular nineteenth century bridge type, as the standard American bridge (Plowden 2002: 328).

Reinforced Concrete Metal Girder Bridges in Maryland

The major railroads of Maryland, including the Baltimore and Ohio (B&O) Railroad, most likely introduced and first popularized the metal girder bridge in Maryland. Although the spans built by the B&O and other railroads in the state generally were not intended for highway travel, the heavy loads they regularly carried proved the viability of such bridge types as the plate girder (Harwood 1979). Many metal girder bridges were built specifically to eliminate dangerous railroad grade crossings (SHA 2005: 112).

The Highway Division of the Maryland Geological Survey spearheaded the passage of a state aid road law and creation of a professionally staffed state roads commission. In 1908, the Maryland State Roads Commission was formed. The Maryland State Roads Commission, and eventually individual counties led by a professionally staffed Baltimore County Roads Department, reacted to the 1930s advent of tractor-trailers by increasing the emphasis on proper, standardized design and construction of right-

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

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Date

Reviewer, National Register Program

Date

of-way structures including bridges and culverts (SHA 2005: 27).

Likewise, metal girder bridge technology quickly adapted to accommodate the increasingly heavy traffic demands of the automobile. By 1921, most girder bridges erected by the State Roads Commission included reinforced concrete decks (SHA 2005: 112). The amalgamation of steel and concrete combined to make a bridge suitable for the twentieth century demands of truck and automobile traffic. Between 1900 and 1930, a total of 200 bridges, out of 550 bridges throughout Baltimore County alone, were described as steel beam, steel girder, or steel stringer and girder varieties. Until the World War II interruption of major bridge building, metal girder bridges continued to be built throughout Maryland under the sponsorship of county, municipal, and state authorities. Nevertheless, despite the demands of World War II, more than 40 extant steel girder or steel beam structures are listed dating from the 1931-1940 period (SHA 2005: 112).

According to the Maryland State Highway Administration's Historic Bridges Context Report, key periods of significance for the metal girder bridge in Maryland include 1846-1870, when this type of bridge was introduced and popularized by the railroads as an economical and versatile expedient; 1870-1920, when metal girder (especially metal plate girder) bridge design and construction was standardized and increasingly employed for highway bridges; and 1920-1965, when the State Roads Commission utilized metal I-beams and metal plate girders (many concrete encased) heavily in construction for grade crossing elimination structures, as well as ordinary highway bridges (SHA 2005: 112).

Sinclair Lane Bridge over CSX Railroad

The Sinclair Lane Bridge, which carries traffic over the tracks of the CSX Railroad, was built in 1935 by the Maryland State Roads Commission. The increased traffic density necessitated a structure with an increased load capacity. The reinforced-concrete, metal-plate, girder bridge replaced an earlier, circa-1893 bridge structure of unknown design as part of the 1930s hazardous grade elimination program. The original, circa-1893 abutments and a rubble stone foundation are all that remain of the pre-1935 bridge structure.

Sinclair Lane serves as a secondary thoroughway compared to the highly trafficked Belair Road, or North Gay Street as it is known today. Little information was available on the development of Sinclair Lane, which, when compared to the copious amount of information available on Belair Road located to the west, proves that Sinclair Lane operated as a secondary artery and was not significant as a primary connector for those traveling in and out of the city.

Belair Road, known today as North Gay Street, was one of the first roads in Northeast Baltimore. Since the nineteenth century, the road has served as one of the primary transportation corridors through the city. Built by the 1790s, the Belair Road connected Baltimore City to the northern reaches of Baltimore and Harford Counties (Holcomb 1998: 51). At two separate times, in 1859 and again in 1867, different companies were incorporated to operate the Bel Air Road as a turnpike. The road became public in 1911, over two decades before the construction of the current Sinclair Lane Bridge (Holifield 1978: 78-80).

Statement of Significance

The Sinclair Lane Bridge over the CSX Railroad, located at the intersection of Sinclair Lane and Edison Highway, Baltimore City, Maryland, currently stands in fair condition. The bridge is not eligible for listing in the National Register of Historic Places.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

- A. that are associated with events that have made a significant contribution to the broad patterns or our history; or
B. that are associated with the lives of significant persons in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. that have yielded or may be likely to yield information important in history or prehistory.

Based on the Maryland State Inventory of Historic Bridges, the Sinclair Lane Bridge over the CSX Railroad tracks showed the potential for eligibility for listing in the National Register under Criterion A (Maryland Inventory of Historic Properties, Historic Bridge Inventory Form, "Sinclair Lane over Chessie System," B-4585, on file at the Maryland Historical Trust, Crownsville, Maryland). The Sinclair Lane Bridge over the CSX Railroad tracks does not meet the standards for Criterion A as it is not associated with events that have made a significant contribution to the broad patterns of our history. This bridge was not a critical connector for local neighborhoods nor was it a primary thoroughfare for those traveling between the city and its outlying areas. The Belair Road, one of Baltimore City's earliest roadways and located only 0.2 miles west of the bridge, served as the primary arterial roadway between the City of Baltimore and the rural areas of Baltimore and Harford Counties.

The bridge is not eligible under Criterion B as it is not associated with the lives of persons significant in our past.

The Sinclair Lane Bridge over the CSX Railroad tracks does not possess the architectural distinctiveness necessary to qualify it for listing in the National Register under Criterion C. Concrete and concrete-and-steel bridges are the most common engineering structures in Maryland, especially since about 1930 (Maryland Inventory of Historic Properties, "Bridge on US 40 over Amtrak," CE-998, on file at the Maryland Historical Trust, Crownsville, Maryland). This bridge is an example of a concrete-encased metal girder bridge that was built later in the type's development history (1900-1930). The bridge does not possess any extraordinary features that would make it distinguishable from other more well-preserved examples of its type. The bridge does not represent the work of a master nor does it possess high artistic value.

This bridge was not evaluated under Criterion D as part of the current investigation.

References

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Harwood, Herbert H., Jr.

1979 Impossible Challenge: The Baltimore and Ohio Railroad in Maryland. Barnard, Roberts and Company, Baltimore.

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1978 Difficulties Made Easy: History of the Turnpikes of Baltimore City and County. Baltimore County Historical Society, Towson, Maryland.

Hopkins, G.M.

1877 Atlas of Baltimore County, Maryland. Published by author, Philadelphia, Pennsylvania.

Leviness, Charles T.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

B-4585

Sinclair Lane Bridge over CSX Railroad

Page 5

1958 A History of Road Building in Maryland. Maryland State Roads Commission, Baltimore.

Maryland Historical Trust

1980 Bridge on US 40 over Amtrak, Cecil County (CE-998). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

1996 Sinclair Lane Bridge over Chessie System, Baltimore City (B-4585). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

2002 Baltimore East/South Clifton Historic District, Baltimore City (B-5077). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

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1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Prepared by P.A.C. Spero & Company and Louis Berger & Associates.

Maryland State Roads Commission

1935 Plans for Sinclair Lane Bridge.

National Cooperative Highway Research Program

2005 A Context for Common Historic Bridge Types. Prepared by Parsons Brinkerhoff and Engineering and Industrial Heritage.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Date

Reviewer, National Register Program

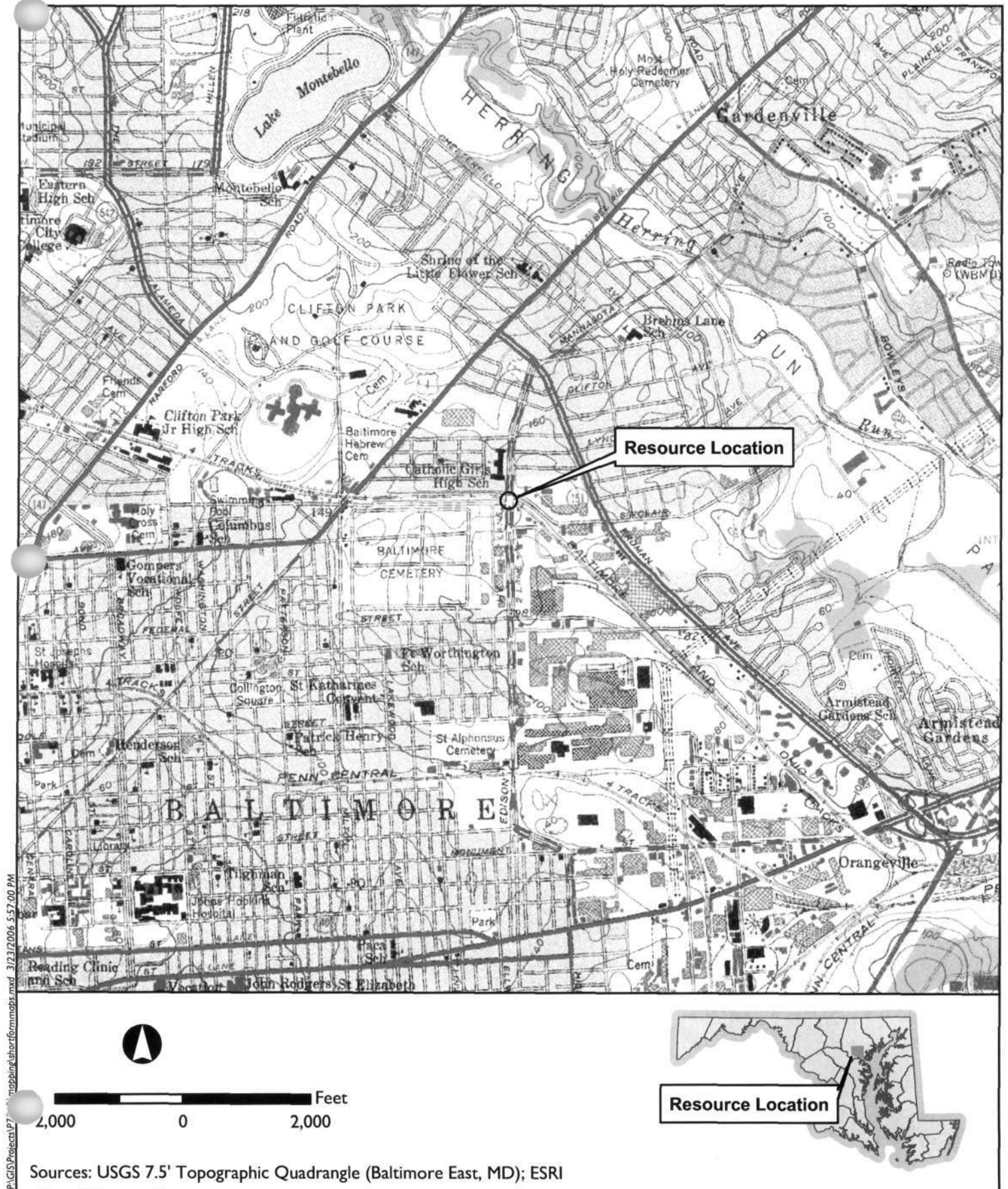
Date

Sinclair Lane Bridge over CSX Railroad Tracks B-4585

Intersection of Sinclair Lane and Edison Highway

Rehabilitation of Sinclair Lane Bridge over CSX Railroad Tracks

City of Baltimore, Maryland



Sources: USGS 7.5' Topographic Quadrangle (Baltimore East, MD); ESRI



B-4585

Sinclair Lane Bridge over CSX Railroad

Baltimore City, Maryland

E. Young

05.2006

MD SHPO

West elevation of southeast section of bridge;
view to southeast

1 of 3



B-4585

Sinclair Lane Bridge over CSX Railroad
Baltimore City, Maryland

E. Young

05.2006

MD SHPO

east elevation of southeast section of bridge;
southeast abutments; view to south

2 of 3



B-4585

Sinclair Lane Bridge over CSX Railroad
Baltimore City, Maryland

E. Young

05.2006

MD SHPO

west side of northwest section of bridge;
view to south

3 of 3



B-4595

SINCLAIR LANE BRIDGE
BALTIMORE CITY, MARYLAND

E. YOUNG

081200+

MD SHPO

006677 1/22 (SR19 11)

NORTHWEST side of BRIDGE ALONG SINCLAIR LANE;
VIEW TO NORTHEAST

PHOTO # 1 of 14

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B-4585

SINCLAIR LANE BRIDGE

BAITMORE CITY, MARYLAND

E. YOUNG

08.2007

MD SHPO

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NORTHWEST SIDE OF SINCLAIR LANE BRIDGE; NORTHWEST
INTERSECTION OF SINCLAIR LANE & EDISON HIGHWAY; VIEW TO
NORTH

Photo # 2 of 14

1 00 10 40 00 00 16-07



B-4585

SINCLAIR LANE BRIDGE

BALTIMORE CITY, MARYLAND

E. YOUNG

08.2007

MD SHPO

006677 5/22 (SR19 111)

NORTHWEST SIDE OF SINCLAIR LANE BRIDGE; VIEW TO
SOUTHWEST TOWARDS SINCLAIR LANE

PHOTO # 3 of 14

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1935

B-4385

SINCLAIR LANE BRIDGE
BALTIMORE CITY, MARYLAND

E. YOUNG
08.2007

MD SHPO.

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NORTHWEST SIDE OF SINCLAIR LANE BRIDGE; DATESTONE
ON NORTH END; LOOK TO WEST

Photo # 4 of 14

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B-4585

SINCLAIR LANE BRIDGE

BAaltimore CITY, MARYLAND

P. YOUNG

08.2007

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SOUTHEAST SIDE OF SINCLAIR LANE BRIDGE; VIEW TO
SOUTHEAST

Photo # 5 of 14

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B-4585
SINCLAIR LANE BRIDGE
BALTIMORE CITY, MARYLAND

C. YOUNG

08.2007

MD SHPO

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SOUTHEAST SIDE OF SINCLAIR LANE BRIDGE, SUPERSTRUCTURE
& STRINGERS, VIEW TO NORTHWEST

Photo # 6 of 14

7 00 10 70 D-3 08 16 07





B-4585

SINCLAIR LANE BRIDGE

BALTIMORE CITY, MARYLAND

E. YOUNG

08.2007

MD SHPO

006677 10/22 KSR19 1116

SOUTHEAST SIDE OF BRIDGE; view to WEST

Photo # 8 of 14

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B-4585
SINCLAIR LANE BRIDGE
BALTIMORE CITY, MARYLAND
C. YOUNG

08, 2007

MD SHPO

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SOUTHEAST SIDE OF BRIDGE; VIEW TO SOUTHWEST

Photo # 9 of 14

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B-4585
SINCLAIR LANE BRIDGE
BALTIMORE CITY, MARYLAND

C. YOUNG

08.2007

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SOUTHEAST SIDE OF BRIDGE; VIEW TO SOUTHWEST

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SINCLAIR LANE BRIDGE

BAITUMORE CITY, MARYLAND

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SOUTHEAST SIDE OF BRIDGE; VIEW TO WEST

Photo # 11 of 14

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SINCLAIR LANE BRIDGE

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SUPERSTRUCTURE, STRINGER & SUBSTRUCTURE; VIEW TO
NORTHEAST

Photo # 12 of 14

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B-4525

SINCLAIR LANE BRIDGE

BALTIMORE MARYLAND

C. YOUNG

08.2007

MD SHPO

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NORTHWEST SIDE OF BRIDGE; view TO SOUTHEAST

Photo # 13 of 14

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B-4585

SINCLAIR LANE BRIDGE

BALTIMORE CITY, MARYLAND

E. YOUNG

08.2007

MD SHPD

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NORTHWEST SIDE OF BRIDGE; VIEW TO SOUTHEAST

Photo # 11 of 11

18 00 110 110 0-2 08 16 07

10/10/07
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Maryland Historical Trust

Maryland Inventory of Historic Properties number:

B-4585

Name:

SINCLAIR LANE OVER CHESSEBURY SYSTEM.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended _____
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
Reviewer, OPS: Anne E. Bruder	Date: 3 April 2001
Reviewer, NR Program: Peter E. Kurtze	Date: 3 April 2001

gmg

✓

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number B-4585

Name and SHA No. BC 8025

Location:

Street/Road Name and Number: Sinclair Lane over Chessie System

City/Town: Baltimore Vicinity

County:

Ownership: State County X Municipal Other

This bridge projects over: Road X Railway Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

X Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder X Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting:

Bridge Number BC8025 carries Sinclair Avenue in a generally north-south direction over the Chessie System tracks in the City of Baltimore, Maryland. The approach to the roadway is level and has four lanes. The area around this bridge is urban and developed. Baltimore Cemetery is just to the southwest of this bridge. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge Number BC8025 is a single span structure, measuring 56 feet in total length. Bridge Number BC8025 is a concrete encased welded plate girder deck bridge. The roadway width from curb to curb is 76 feet and the total deck width is 110 feet. There are sidewalks on both sides of the bridge and the width of each is seven feet.

The superstructure is composed of a welded steel plate girder encased in concrete and stringer system. There is one span in the main bridge unit and no approach units. The span is 56 feet long. There are 21 stringers in the structure. The stringer spacing averages five feet to five feet six inches. The floor system is composed of concrete cast-in-place with a bituminous surface. The joints are made of a steel sliding plate. There are three rectangular concrete parapets. There is rectangular ornamentation along the interior and exterior of the parapets. There are no historical plaques.

The substructure is composed of stone block and concrete cantilever abutments. The wingwalls are also stone block. There is neo-classical ornamentation in the lines connecting with the parapets. There are no historical plaques.

The condition of this bridge is currently rated as good, with some spalling.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:**When Built:** 1935**Why Built:** Increased traffic density necessitated a structure with an increased load capacity.**Who Built:** State Roads Commission**Why Altered:****Was this bridge built as part of an organized bridge building campaign:** Bridge built for a hazardous grade elimination program.**Surveyor Analysis:****This bridge may have NR significance for association with:**☐ A Events ☐ Person☐ C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

No. In 1899 the Maryland Geological Survey published "Report on the Highways of Maryland." This report found Maryland bridges to generally be in poor condition. Reforms were recommended to improve this problem. One of the solutions involved the use of modern steel girders to replace iron and timber bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. Bridge BC8025 had a significant impact on the area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC8025 would have been a significant part of this development. The neighborhoods would have all been directly impacted.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No. Bridge BC8025 is located in an area with little or no historic significance. This area has had a wide variety of unconnected developments. There is little in this area that could be considered in the future for eligibility. The loss of this bridge would not add or detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

No. Bridge BC8025 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge Number BC8025 does retain important elements of its historical structural integrity. The primary character defining elements are its original concrete encased welded plate girders and concrete abutment walls.

Should this bridge be given further study before significance analysis is made and Why?

Yes. This bridge does retain sufficient elements of historical structural integrity to qualify for further study. BC8025 retains its primary characteristics although it is one of the more common bridge types. A significance analysis should be made following the National Register Criteria for Evaluation.

Bibliography:

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1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

Surveyor:

Name: Andrew M. Watts **Date:** March 1996

Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder B-4585
Map D-13 Dundalk
County Baltimore City
Bridge # and name BC 8025/ Sinclair
Lane over Chessie System





Inventory # B-4585

Name 8025 SINCLAIR LANE OVER CHESIE SYSTEM

County/State BALTIMORE CITY/MD

Name of Photographer TIM SHOEN

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 1 of 364

Darkroom 14554 - 5



Inventory # B-4585

Name 8025 SINGAIR LANE OVER CHESSIE SYSTEM

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHUEN

Date 1/95

Location of Negative JNA

Description NORTH ELEVATION

Number 2 ~~16~~ of ~~36~~ 4

2000-01-01 10:00:00 AM



Inventory #

Name 8025-SINCLAIR LANE WER CHESSIE SYSTEM

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHDEN

Date 1/15

Location of Negative SHA

Description EAST APPROACH

Number 3 of 34

607-895-1100



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1.24 9/10
1.31 9/10
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Inventory # B-4585

Name 8025-SINCLAIR LANE OVER CHESSE SYSTEM

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHWEN

Date 1/95

Location of Negative SNA

Description WEST APPROACH

Number 4 of 36 4

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